

FEB 1952 51-444

CENTRAL INTELLIGENCE AGENCY

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY
SECURITY INFORMATION

50X1-HUM

INFORMATION REPORT

REPORT

CD NO.

COUNTRY Bulgaria

DATE DISTR. 9 September 1952

SUBJECT The Highway from Sofia
to the Turkish Border

NO. OF PAGES 3

50X1-HUM

DATE OF
INFO.NO. OF ENCL.
(LISTED BELOW)PLACE
ACQUIREDSUPPLEMENT TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE
OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793
AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVE-
LATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS
PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

50X1-HUM

1. The total distance between Sofia and the Turkish frontier by way of Plovdiv, Khaskovo, Kharmanli, and Svilengrad is 202 miles. The trip can be made in a fast car in seven hours without excessive wear and tear.

Sofia-Plovdiv Section (99 miles)

2. The Sofia-Plovdiv section of the highway is paved and in excellent condition as far as Gara Bel'ovo (N4212 E2401), with a seven and one-half mile stretch of good concrete immediately west of Novi Khan (N4236 E2336); from Gara Bel'ovo to Plovdiv the road has a concrete surface and is in excellent condition. The width is 20 feet throughout with occasional shoulders of up to three feet.
3. This section of the Sofia-Svilengrad highway is the only paved concrete stretch of road of any length in Bulgaria which is excellent by any standards, capable of taking fast 2-way traffic. Undulating country between Novi Khan and Gara Bel'ovo and the grades (maximum 1 in 15 over two miles northwest of Vakarel, N4233 E234230), present no problem in view of the fine surface.
4. Road bridges are located as follows:

- a. Over the Golyama Iskur River at point N424230 E232530; steel lattice girder (through type), construction 225 feet long, 15 feet wide, 20 feet above the water; two masonry piers; built in 1900, capacity probably not more than 20 tons, not capable of taking 2-way traffic;
- b. Over the Maritsa River on the western outskirts of Pazardzhik at location N421115 E231940; masonry arch bridge 360 feet long, 26 feet wide (20-foot roadway with three feet of pavement on either side), 15 feet above the water; many piers; not of recent construction, and capacity probably not more than 25 tons; and

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY

| STATE | X NAVY | X NSRB | DISTRIBUTION | | | | | |
|-------|--------|--------|--------------|--|--|--|--|--|
| ARMY | X AIR | X FBI | | | | | | |

SECRET/CONTROL - U.S. OFFICIALS ONLY

50X1-HUM

-2-

- c. Over the Maritsa River at Plovdiv, location N420930 E244430; reinforced concrete arch bridge 450 feet long, 32 feet wide (20-foot roadway with six feet of pavement on either side), 25 feet above the water; four piers and modern construction capable of carrying heaviest loads.
- 5. In addition to the road bridge listed above, there are the following bridges of tactical/strategic importance at Plovdiv:
 - a. A single-track railroad bridge 450 feet long, 20 feet above the water, located one-half mile upstream from the main road bridge; steel lattice girder (through type) resting on four masonry piers;
 - b. A masonry arch bridge 450 feet long, 26 feet wide (20-foot roadway with three feet of pavement on either side), 20 feet above the water, located one-half mile downstream from the main road bridge; an old construction still in use, resting on 19 piers, capable of carrying up to approximately 25 tons; and
 - c. A foot bridge one mile downstream from the main road bridge.

Plovdiv-Khaskovo Section (50 miles)¹

- 6. Some surfaces and widths of the Plovdiv-Khaskovo stretch of the Sofia-Svilengrad highway are as follows:
 - a. Debur (N4205 E2511) - Byala Reka (N420330 E251530) section, five miles long, now paved to 20 feet, without shoulders; and
 - b. Klokotnitsa (N4159 E2529) - Khaskovo section, six miles long, paved to 20 feet, largely without shoulders.
- At present, there do not seem to be any plans to pave the unpaved stretches of this route. However, poorer sections of the unpaved part are being repaired slowly. With the new bridge described in 8b below, this route can carry all loads and is good by Bulgarian standards.
- 8. Road bridges are located at the following points:
 - a. Over the river (Domus?) at Debur, masonry arch bridge with two main concrete piers and several minor masonry piers, probably the relics of an older construction; width 20 feet, probably capable of carrying heaviest loads; and
 - b. Over the Garvanska River (Banska Reka?) at Klokotnitsa; masonry arch bridge previously reported has been demolished and replaced by a reinforced concrete beam bridge 150 feet long, 20 feet wide, and 15 feet above the water; three masonry piers, capable of carrying any weight.

Khaskovo-Lyubimets Section (34 miles)

- 9. The section of the Sofia-Svilengrad highway between Khaskovo and Lyubimets is earthbound, paved with crushed stone. The 21 miles between Khaskovo and Kharmanlii is 16-18 feet wide, with shoulders up to three feet; from Kharmanlii onward, the width is 15 feet with shoulders up to six feet. The surface is in medium to good condition as far as Kharmanlii, and thence in medium condition with some pot-holes; there are no indications of any intention to pave the road. Some undulating country appears west of Kharmanlii, but there are no appreciable grades. The entire distance is satisfactory for 2-way traffic.

SECRET/CONTROL - U.S. OFFICIALS ONLY

SECRET/CONTROL - U.S. OFFICIALS ONLY

-3-



10. There is a concrete beam bridge 200 feet long, 30 feet wide, and 40 feet above the Old Dere River at point N41°56' E25°54'. The bridge is capable of carrying all loads, but is not of even tactical importance.

Lyubimets-Turkish Frontier Section (19 miles)

11. The surface of the highway between Lyubimets and the Turkish frontier is of crushed stones with dirt seating, broken up in parts and deteriorating. The road is generally poor with many potholes, but some repairs appear to be scheduled between Lyubimets and Svilengrad. The nine miles between Svilengrad and the border are in disrepair; undoubtedly the disrepair is intentional. The width is 13 feet with shoulders up to three feet in parts. The road is not satisfactory for 2-way traffic.
12. There is an ancient Turkish masonry arch bridge 900 feet long, 18 feet wide, 20 feet above the water over the Maritsa River at Svilengrad. The bridge has 19 piers, an estimated capacity of 20 tons, and is of major importance.
1. [Redacted] Comment: The information concerning the Plovdiv-Khaskovo section of the Sofia-Svilengrad highway which appears in this report is supplementary

50X1-HUM

50X1-HUM

SECRET/CONTROL - U.S. OFFICIALS ONLY